

2-11-1982

## Meeting Notes 1982-02-11

Joint Policy Advisory Committee on Transportation

**Let us know how access to this document benefits you.**

Follow this and additional works at: [http://pdxscholar.library.pdx.edu/oscdl\\_jpact](http://pdxscholar.library.pdx.edu/oscdl_jpact)

---

### Recommended Citation

Joint Policy Advisory Committee on Transportation, "Meeting Notes 1982-02-11 " (1982). *Joint Policy Advisory Committee on Transportation*. Paper 32.

[http://pdxscholar.library.pdx.edu/oscdl\\_jpact/32](http://pdxscholar.library.pdx.edu/oscdl_jpact/32)

This Minutes is brought to you for free and open access. It has been accepted for inclusion in Joint Policy Advisory Committee on Transportation by an authorized administrator of PDXScholar. For more information, please contact [pdxscholar@pdx.edu](mailto:pdxscholar@pdx.edu).



METROPOLITAN SERVICE DISTRICT  
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

## A G E N D A

JOINT POLICY ADVISORY  
COMMITTEE ON TRANSPORTATION

Date: February 11, 1982

Day: Thursday

Time: 7:30 a.m.

Place: Metro Conference Room A1/A2

- \*1. ADOPTION OF CARBON MONOXIDE AND OZONE STATE IMPLEMENTATION PLANS - APPROVAL REQUESTED - Richard Brandman.
- \*2. ADOPTION OF FY 82 INTERSTATE TRANSFER "HIGHWAY" FUNDING PRIORITIES - APPROVAL REQUESTED - Andy Cotugno.
- \*3. ENDORSEMENT OF MOTION FINALIZING AMENDMENTS TO STAFF REPORT 77 (tabled from January meeting) - APPROVAL REQUESTED - Andy Cotugno.
4. REGIONAL TRANSPORTATION PLAN REVIEW - Comments are being collected from local jurisdictions, Tri-Met and ODOT; TPAC is scheduled to develop "final" refinements to the RTP and recommend proceeding to a public hearing and adoption at their February 26 meeting. Any concerns of JPACT that should be addressed prior to the public hearing should be discussed at this meeting. - REVIEW AND COMMENT - Andy Cotugno.

---

\*Material enclosed.

## MEETING REPORT

DATE OF MEETING: January 14, 1982

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Charlie Williamson, Mildred Schwab, Bob Bothman, Robert Schumacher, Larry Cole, Al Myers, John Frewing, Robin Lindquist, Dave Sturdevant (alt.), Ed Ferguson, Dick Pokornowski, Corky Kirkpatrick, Marge Kafoury, and Jim Fisher

Guests: Bebe Rucker, Multnomah County; Ted Spence, ODOT; Steve Dotterer and Vic Rhodes, City of Portland; Larry Rice and Robert Bauman, Washington County; Carl Neuberger, Citizens for Better Highways; Paul Bay, Tri-Met; John Price, FHWA; John Kowalczyk, DEQ; Winston Kurth, Clackamas County; Sarah Salazar, Port of Portland; Bruce Etlinger, Metro Councilor; Dave Peach, WSDOT; and Gil Mallery, Regional Planning Council of Clark County

Staff: Bob Haas, Keith Lawton, James Giesecking, Jr., Richard Brandman, Bill Pettis, John Cullerton, Peg Henwood, Andy Cotugno, and Lois Kaplan, Secretary

MEDIA: None

### SUMMARY:

Charlie Williamson introduced and welcomed Corky Kirkpatrick and Marge Kafoury to JPACT as new members from Metro, adding that Ernie Bonner would no longer be serving on JPACT. In addition, Bob Oleson would serve as alternate to the Metro Councilors. Chairman Williamson then introduced Dave Sturdevant who was serving in the absence of Commissioner Vern Veysey of Clark County.

#### 1. AUTHORIZING ADJUSTMENTS IN THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO THE INTERSTATE TRANSFER PROGRAM AND PROJECT AUTHORIZATIONS

Andy Cotugno reviewed Staff Report #77, pointing out the issues, the staff recommendations, and the impact on the various Interstate Transfer authorizations. This report was a result of an effort to avoid conflict in bookkeeping when the transfer of Interstate Transfer funds to the Banfield and their replacement for Section 3 funding takes place.

Bob Bothman asked that consideration be given for an amendment on page 6 of Staff Report 77 that would allow the State to

transfer funds between their projects in both Category I and Category II. His concern was for assurance that Highway 217/Sunset, 190th/Powell, and Highway 212 projects would have sufficient funding to be built. It was felt that this could be accomplished by incorporating these projects under the first "bullet" on page 6 of the report.

Concern was raised over allowing the State to move a project from one category to another. It was pointed out that, under the guidelines established for adoption of the Eight-Year Interstate Transfer Program, Category I projects have first priority. Maintaining separation between the two categories of projects was considered of prime importance to the Committee.

Action Taken: It was moved and seconded to recommend approval of the Resolution authorizing adjustments in the TIP to the Interstate Transfer Program and Project Authorizations with the understanding that amendments to the recommendation dealing with Problem 5 in Staff Report #77 (to address Bob Bothman's concerns) would be considered at the next monthly meeting of JPACT. Motion CARRIED.

2. CONGRESSIONAL ACTIONS ON INTERSTATE TRANSFER AND SECTION 3 FUNDING

Andy reported that the Appropriations Bill passed by Congress contained \$60 million of Interstate Transfer highway money for Oregon, of which \$14.5 is slated for Salem, \$12.4 million for the Banfield, and the balance of \$33.1 million for other Interstate highway projects in the Portland metropolitan area. Also included is a commitment to a \$76.8 million reissued Letter of Intent (which is the amount of the unused portion of the Banfield Letter of Intent), and a commitment of \$15 million per year toward that Letter of Intent. The commitment further requires that the remainder of the Banfield not be funded with Section 3 funds but be programmed to other projects in the metropolitan area which must shift Interstate Transfer funds to the Banfield.

Andy stated that we are the only state in the country that did not receive a cut in funding, emphasizing the worth of a federal lobbying effort supported regionwide.

3. ENDORSEMENT OF LETTERS OF COMMENDATION REGARDING INTERSTATE TRANSFER FUNDING EFFORTS

In recognition of the efforts of Messrs. Hatfield, AuCoin, Feeney, Bothman and Gustafson in successfully obtaining Interstate Transfer funds for the region, the Committee moved to



endorse letters drafted on their behalf. Motion was seconded and CARRIED. The Committee asked the staff to draft a similar letter to Robert Duncan.

Rick Gustafson pointed out that, during the next budget cycle, other states will no doubt attempt to correct the inequities in funding that occurred. He asked that the affected jurisdictions consider the rehiring of Bob Duncan for future lobbying efforts on behalf of the region.

Paul Bay related that, this spring, action would take place on the Surface Transportation Act, which is a multi-year authorization act and cited the importance of continuing work in that area.

It was suggested that a draft contract with Duncan be presented to JPACT.

4. UPCOMING ACTIVITIES - INTERSTATE TRANSFER FUNDING

In February, a Resolution will be introduced that itemizes what Interstate Transfer funding, and how much, will be shifted to the Banfield; that commits a specified amount of Section 3 funding to those projects that gave up Interstate Transfer funding; that endorses the overall eight-year Interstate Transfer Program; and identifies the funding priorities for FY 82.

5. EARLY OPENING OF I-205 BRIDGE

Commissioner David Sturdevant moved: "That the Joint Policy Advisory Committee on Transportation formally endorse the proposed early opening of the I-205 Bridge and that JPACT's position be transmitted to the Oregon Transportation Commission at its January 19, 1982 meeting subject to review/approval of ODOT's Traffic Plan for the early opening by affected jurisdictions." The motion was seconded.

During discussion, Commissioner Schwab stated that the City of Portland had reviewed ODOT's available data on the impact of the proposed bridge opening on the City's arterial traffic system, particularly Sandy Boulevard, and indicated that the City would postpone its decision pending review of ODOT's analysis. The generation of 27,000 vehicle trips across the new bridge concerned the City inasmuch as the freeway will not be complete and traffic coming off at Columbia Boulevard would be distributed onto local streets. Another concern was adding trips to the Banfield during its reconstruction.

Bob Bothman indicated that ODOT would recommend the early opening to the Oregon Transportation Commission at its January 19 meeting.

The City indicated that they favored alternative 2 of ODOT's proposal and asked that JPACT endorse the motion with the understanding that the preferred alternative would be alternative 2 (the Banfield East connection) and that, if additional signals were needed to allow the operation of the street system, that provision be incorporated in the motion. Mr. Bothman indicated that ODOT's recommendation would be the North Banfield connection and urged comments be delivered to the Oregon Transportation Commission before January 19.

Action Taken: After further discussion of the two alternatives (Sandy/Columbia or the Banfield East), the motion was amended as follows: The JPACT endorses the proposed early opening of the I-205 Bridge, to be transmitted to the Oregon Transportation Commission for its meeting on January 19, 1982, with the following conditions: a) that an early opening is subject to review and approval of ODOT's Traffic Plan by affected jurisdictions; b) if the traffic study identifies that signal improvements are needed on local streets, they will be incorporated by ODOT; and c) that alternative 2 (connection to the Banfield) be the implemented alternative. Motion CARRIED.

6. AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM IN THE HOLLYWOOD DISTRICT

Action Taken: Following review of the Agenda Management Summary and Resolution, it was moved and seconded to recommend approval of the Resolution amending the Functional Classification System and the Federal Aid Urban System. Motion CARRIED.

7. TIP AMENDMENT - ADDITION OF TRI-MET'S PROPOSED SECTION 18 CAPITAL GRANT FOR EQUIPMENT TO OPERATE RURAL TRANSPORTATION SERVICES

Action Taken: Following review of the Agenda Management Summary and Resolution, it was moved and seconded to recommend approval of the Resolution amending the Transportation Improvement Program to include a project for the region's non-urbanized area public transportation program. Motion CARRIED.

8. TIP AMENDMENT - ADDITION OF PIONEER SQUARE TO TRI-MET'S SECTION 3 APPLICATION

Action Taken: After reviewing the project, it was moved and seconded to recommend approval of the Resolution amending the TIP to include a Section 3 capital grant for the Pioneer Square Customer Assistance office. Motion CARRIED.

9. GAS TAX ON MAY BALLOT

Rick Gustafson spoke to the Committee of the potential impact the gas tax measure on the May ballot could have on this region



and the need to generate support. He spoke of the possibility of approaching the Oregon Transportation Commission (OTC) regarding its intentions for use of the gas tax money. It was suggested that the State identify those funds required for maintenance and that the locals be allowed to participate in setting priorities for funds set aside for urban road construction. Mr. Gustafson encouraged the JPACT to ask their commissions to take specific steps to recommend to the OTC that local jurisdictions be given the ability to allocate those State construction funds to their highest priorities.

10. UPDATED ANALYSIS AND DESCRIPTION OF PROPOSED STATE IMPLEMENTATION PLANS FOR OZONE AND CARBON MONOXIDE

Richard Brandman reviewed recent revisions to the State Implementation Plan for ozone, relating that we are projecting attainment of the federal ozone standard by 1987. He indicated a 1700 kg/day surplus in emissions by that deadline using the 1987 base case analysis, which incorporates the year 2000 committed highway network from the Regional Transportation Plan and the 1980 transit network with the addition of the Banfield LRT and increased bus service to support the LRT.

At its February meeting, JPACT will be asked to endorse the ozone and CO SIP's. At issue for the ozone SIP, Mr. Brandman pointed out, is how new industrial growth will be managed in the region. The state of Washington does not believe there is a growth cushion, but rather that the 1700 kg/day surplus falls within modeling error, and will therefore recommend that a growth cushion policy not be implemented on the Washington side of the river. They would propose to implement an emission offset policy. Metro and DEQ staff feel that the 1,700 kg/day surplus should be administered as a growth cushion and that Oregon should administer a larger portion of it because of having stricter emission controls (i.e., automobile inspection/maintenance). This matter will be discussed at the January 15 meeting of the Bi-State Policy Advisory Committee.

A discussion followed on the benefits of an offset policy vs. a growth cushion policy. Andy Cotugno pointed out that all new industries are required to meet strict air quality standards even with a growth cushion policy. It was suggested by Commissioner Cole that we set some figure as a cushion that we would not use, leaving room for some margin of error.

Consideration of adoption of the Ozone and CO SIP's will be on the January 29 Agenda of TPAC and the February 11 meeting of JPACT.

11. REGIONAL TRANSPORTATION PLAN - NEXT STEPS

Andy reported that, since the December 2 briefing on the RTP, work has begun with the various jurisdictions and comments are being incorporated into the Plan. It will be submitted to TPAC for consideration of comments by JPACT and Regional Development Committee at the end of February and followed up with public hearings.

12. FORMATION OF WASHINGTON COUNTY TRANSPORTATION COMMITTEE

Larry Rice reported on the formation of a new Washington County liaison-type technical committee, patterned after that of the East Multnomah County Transportation Committee, for the purpose of consolidating efforts in Washington County. The Washington County Transportation Committee will be comprised of members from Beaverton, Hillsboro, Tigard, Tri-Met and ODOT and will serve as a link to the JPACT. It was felt that such a committee was needed in Washington County in resolving communication problems and providing a more unified effort.

13. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members  
Rick Gustafson  
Don Carlson



COMMITTEE MEETING TITLE IPACTDATE 1/14/82 - 7:30 am.

NAME

AFFILIATION

G Bebe Rucker

Multnomah Co.

G Ted spina

ODOT

G STEVE DOTTERER

CITY OF PORTLAND

M Mildred Sepwab

✓ ✓ ✓

M Bob Ballman

ODOT

M ~~Bob Ballman~~

CLACKAMAS CO.

M LARRY COLE

CITY OF BEAVERTON

M Charlie Williamson

Metro

M AL MYERS

CITY OF GRESHAM

M J. FREWING

TRI-MET

M ROBIN LINDQUIST

CITY OF GLADSTONE

M-A DAVE STURDEVANT

CLARK County

M ED FERGUSON

WSDOT

M Dock Pakornowski

Vancouver City

M Conley Finkpatrick

Metro

M Marge Kynny

Metro

M Jim Fisher

Washco Comm.

G Larry Rice

"

G Vic Rhodes

CITY OF PORTLAND

G Carl Neuburger

Citizens for Better Highways

G PAUL BAY

TRI-MET

G John Price

FHWA

G JOHN KOWALCZYK

DEQ

COMMITTEE MEETING TITLE \_\_\_\_\_

DATE \_\_\_\_\_

NAME

AFFILIATION

G- Bruce Etlinger

Metro

G- Winston Kurth

Clark Co.

S BOB HAAS

METRO

S- Keith Lawton

Metro

S James Gieseke, Jr

"

S Richard Brandman

"

G- Sarah Salazar

Port of Portland

S- Bill Pettis

Metro

S- Peg Menwood

"

Robert Bauman

Washington County - PWAC

G- Dave Peach

W500T

S- John Cullerton

Metro

Gil Mallery

RPC of Clark County



## A G E N D A   M A N A G E M E N T   S U M M A R Y

TO: JPACT  
FROM: Executive Officer  
SUBJECT: Adopting the Ozone and Carbon Monoxide State  
Implementation Plans for the Oregon Portion of the  
Portland-Vancouver Air Quality Maintenance Area

### I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Council adoption of the attached Resolution adopting the Ozone and Carbon Monoxide State Implementation Plans for the Oregon portion of the Portland-Vancouver Air Quality Maintenance Area (AQMA).
- B. POLICY IMPACT: This action will adopt control strategies which ensure attainment of the carbon monoxide standard by 1985 and the ozone standard by the federally mandated deadline of 1987. Attainment of the air quality standards for both pollutants will be achieved without adopting any new control measures. The standards will be met by continuing programs already in existence and those that have secure funding sources.
- C. BUDGET IMPACT: None.

### II. ANALYSIS:

- A. BACKGROUND: Metro has been designated by the Governor of Oregon to be the lead planning agency for carbon monoxide and ozone in the Oregon portion of the Portland-Vancouver Air Quality Maintenance Area. However, the City of Portland has prepared the Carbon Monoxide State Implementation Plan because all future violations of the carbon monoxide standard in this region are projected to be in the City of Portland. The Portland City Council has adopted this plan and submitted it to Metro so that Metro may also adopt it for submittal to the State of Oregon. Almost all measures called for in this plan will be implemented by the City of Portland and Tri-Met. The two measures requiring Metro participation, a bicycle promotion program and a rideshare program, have been awarded federal grants which Metro has already received.

The Ozone State Implementation Plan was prepared jointly by Metro and DEQ. A similar plan is being prepared for the Washington portion of the AQMA by the Regional Planning Council of Clark County. The ozone plan projects attainment of the ozone standard by the 1987 deadline using stationary and mobile source control measures already in place, including major industrial controls and biennial automobile inspection/maintenance.

FOR THE PURPOSE OF ADOPTING THE )  
OZONE AND CARBON MONOXIDE STATE )  
IMPLEMENTATION PLANS FOR THE )  
OREGON PORTION OF THE PORTLAND- )  
VANCOUVER AIR QUALITY MAINTENANCE )  
AREA )

WHEREAS, Metro has been designated by the Governor of Oregon as lead agency for ozone and carbon monoxide air quality planning in the Oregon portion of the Portland-Vancouver Air Quality Maintenance Area; and

WHEREAS, Metro, the Oregon Department of Environmental Quality and the City of Portland have jointly developed control strategies (State Implementation Plans) which will provide for attainment of the carbon monoxide standard by 1985 and the ozone standard by the legally mandated 1987 deadline; and

WHEREAS, Metro must adopt these plans and submit them to the State of Oregon allowing sufficient time for the State to proceed with its public hearing and adoption process to meet the federally mandated July 1982 plan submittal deadline; and

WHEREAS, Failure to adopt these plans could result in the Environmental Protection Agency and the U. S. Department of Transportation withholding federal aid transportation and sewage treatment plant construction funding; and

WHEREAS, The Ozone State Implementation Plan calls for the administration of a "growth cushion" policy; and

WHEREAS, An agreement must be reached with the State of Washington before a growth cushion policy can be implemented; now, therefore,



Again, all measures included in this plan, with the exception of the bicycle and rideshare programs already discussed, will be implemented by Tri-Met, Oregon Department of Transportation, the City of Portland, and DEQ.

The ozone plan also projects that in the entire interstate AQMA in 1987, there will be 1,700 kilograms/day fewer emissions than needed to meet the ozone standard. The Department of Environmental Quality staff is recommending that this surplus in emissions be administered as a "growth cushion" so that new or expanding industries (which emit hydrocarbons after required pollution control equipment is installed) wishing to locate in the region can do so without finding emission offsets. Because the growth cushion is available regionwide, an agreement must be reached with the State of Washington as to how the cushion should be allocated. The Bi-State Policy Advisory Committee has already met regarding this issue and will make a recommendation to both states.

- B. ALTERNATIVES CONSIDERED: The region must adopt control strategies for carbon monoxide and ozone or risk losing federal transportation and sewage capital improvement funds. Additional control measures were considered for inclusion in these plans, but because of the attainment projection, Metro and DEQ staff feel that it is unwise to commit to any new measures which do not have secure funding.

For the ozone plan, an offset policy was considered, meaning that any major new hydrocarbon industrial sources wishing to locate in the region would have to find emission offsets. Metro and DEQ staff feel that because there is projected to be a surplus in emission reductions over what will be required to meet the ozone standard in 1987, this surplus should be administered as a growth cushion. Doing this will remove an obstacle that new industries wishing to locate here would have to overcome.

- C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

RB/srb  
5182B/283  
02/01/82

BE IT RESOLVED,

1. That the Metro Council adopts the Ozone and Carbon Monoxide State Implementation Plans for the Oregon portion of the Air Quality Maintenance Area and hereby submits them to the Oregon Department of Environmental Quality.

2. That the Metro Council directs the Bi-State Policy Advisory Committee to recommend to the Oregon Department of Environmental Quality and the Washington Department of Ecology how the regional growth cushion should be allocated between Oregon and Washington and that the recommendation be incorporated into this Ozone State Implementation Plan for adoption by the Oregon Environmental Quality Commission before submittal to the Environmental Protection Agency.

RB/srb  
5182B/283  
02/01/82

## A G E N D A   M A N A G E M E N T   S U M M A R Y

TO: JPACT  
FROM: Executive Officer  
SUBJECT: Endorsing Project Priorities Using Interstate Transfer Funds in FY 82

### I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached resolution which prioritizes highway projects receiving Interstate Transfer funds in FY 1982. This action is consistent with the Five Year Operational Plan.
- B. POLICY IMPACT: This action:
- establishes project priorities for use of FY 82 Interstate Transfer funds (column 1982 in Attachment "A")
  - establishes reserve accounts
  - sets up a series of backup projects (column 1982 B in Attachment "A"), unprioritized except for Highway 217 and Sunset Interchange being first, and Front Avenue--Phase II being last.

TPAC has reviewed and approved this project.

- C. BUDGET IMPACT: None.

### II. ANALYSIS:

- A. BACKGROUND: Some \$45.5 million in federal Interstate Transfer funds has been allocated for highway projects for the Portland region for FY 82. To utilize these funds, the Transportation Improvement Program (TIP) Subcommittee has recommended the priorities in column 1982 of Attachment "A." Coupled with the recommendations are a series of conditions consisting of:
1. All Category I and Category II Multnomah County, Washington County and Clackamas County funding from construction cost underruns will be credited to a reserve account up to \$1 million to be used for cost overruns up to 10 percent of the originally allocated funding on other Category I and Category II Multnomah County, Washington County, Clackamas County projects; cost overruns in excess of 10 percent require approval of the TIP Subcommittee.
  2. All Category II Portland funding from cost underruns will be available for other Portland Category II projects.



3. All Category I and Category II Multnomah County, Washington County, Clackamas County funding from construction cost underruns in excess of overruns will be credited to the City of Portland for Category II projects up to \$2,757,489 (shown as 1982 A).
4. All Category I and Category II funding from construction cost underruns in excess of the \$2,757,489 City of Portland funding will be allocated to remaining projects or back-up projects identified as 1982 B in Attachment "A" by the TIP Subcommittee by August 1.
5. The FY 82 funding allocation does not constitute any prior commitment to the FY 83 funding allocation.

B. **ALTERNATIVES CONSIDERED:** All projects previously programmed for use of Interstate Transfer funding have been previously reviewed and endorsed by the Metro Council (TIP actions). Highest priority has been placed on providing funding for the Banfield project (\$12.4 million) and priority regional corridor projects (I-505, Powell). The remainder was distributed to local jurisdictions based upon the status of implementation of the individual projects. A series of backup projects was established and can be implemented if underruns occur in other projects. An alternative to fund jurisdictions through the use of a formula would have increased Portland's allocation rather than allowing those projects to be funded from cost underruns.

C. **CONCLUSION:** Metro staff recommends approval of the attached resolution.

BP/gl  
5202B/107  
02/01/82



FOR THE PURPOSE OF ENDORSING )  
PROJECT PRIORITIES USING INTER- )  
STATE TRANSFER FUNDS IN FY 1982 )  
)

WHEREAS, The Metro Council adopted Resolution No. 81-280 which endorsed the FY 82 Transportation Improvement Program (TIP); and

WHEREAS, The program of projects set forth in the TIP was based on the likelihood of receiving \$58.4 million in federal Interstate Transfer funds for its accomplishment; and

WHEREAS, The actual federal allocation to the Portland region for FY 1982 is \$45.5 million for highway projects; and

WHEREAS, The TIP Subcommittee has developed a revised FY 1982 program in keeping with the newly allocated funds; now, therefore,

BE IT RESOLVED,

1. That the \$45.5 million of FY 82 Interstate Transfer "highway" funding is allocated as shown on Attachment "A" subject to the following conditions:

- a. All Category I and Category II Multnomah County, Washington County, Clackamas County funding from construction cost underruns will be credited to a reserve account up to \$1 million to be used for cost overruns up to 10 percent of the originally allocated funding on other Category I and Category II Multnomah County, Washington County, Clackamas County projects; cost overruns in excess of 10 percent require approval of the TIP Subcommittee;
- b. All Category II Portland funding from cost underruns will be available for other Portland Category II projects;
- c. All Category I and Category II Multnomah County, Washington County, Clackamas County funding from construction cost underruns in excess of overruns will be credited to the City of Portland for Category II projects up to

- \$2,757,489 (shown as 1982 A);
- d. All Category I and Category II funding from construction cost underruns in excess of the \$2,757,489 City of Portland funding will be allocated to remaining projects or back-up projects identified as 1982 B in Attachment "A" by the TIP Subcommittee by August 1; and
  - e. This FY 82 funding allocation does not constitute any prior commitment to the FY 83 funding allocation.

2. That the TIP Subcommittee is directed to recommend an "eight-year" Interstate Transfer Program to provide the basis for determining FY 83 funding need and establishing FY 83 priorities.

BP/gl  
5202B/107  
02/01/82

TENYR3

## METROPOLITAN SERVICE DISTRICT

PAGE 1

INTERSTATE TRANSFER FY 1982 PROGRAM  
HIGHWAY PROJECTS  
CATEGORY I PROJECTS  
IN FEDERAL \$  
29-Jan-82

PROJECT TITLE	1982	1982A	1982B	
1 BANFIELD TRANSITWAY-HIGHWAY FUND				CAT I
CON	12,400,000	0	0	
2 POWELL II-50TH AVE TO 82ND				CAT I
CON	5,330,000	0	0	
3 REGIONAL RIDESHARE				CAT I
OPG	270,000	0	0	
4 15 NORTH RIDESHARE				CAT I
OPG	70,000	0	0	
5 NICOLAI-FRONT TO ST HELENS RD				CAT I
R/W	85,000	0	0	
CON	1,870,000	0	0	
TOTAL	1,955,000	0	0	
6 YEON AVE-ST HELENS RD TO 1405				CAT I
R/W	340,000	0	0	
TOTAL	20,365,000	0	0	



## METROPOLITAN SERVICE DISTRICT

INTERSTATE TRANSFER FY 1982 PROGRAM  
 HIGHWAY PROJECTS  
 CITY OF PORTLAND PROJECTS  
 IN FEDERAL \$  
 29-Jan-82

PROJECT TITLE	1982	1982A	1982B	
7 NW INTERSECTION IMPROVEMENTS				CAT II
FE	33,000	0	0	
8 N COLUMBIA BLVD-OSWEGO AV TO WCL				CAT II
CON	3,910,000	0	0	
9 SW BROADWAY-SW 4TH TO 6TH CONNEC				CAT II
FE	50,000	0	0	
10 SIGNAL REPLC-34 LOCATIONS				CAT II
FE	25,000	0	0	
11 SIGNAL REPLC-16 LOCATIONS				CAT II
CON	463,000	0	0	
12 SIGNAL REPLC-6 LOC-82ND AVE				CAT II
CON	266,900	0	0	
13 MACADAM AVE-ROSS ISL TO SELLWOOD				CAT II
CON	194,338	0	0	
14 HOLLYWOOD DISTRICT TRANSPORTATIO				CAT II
FE	35,000	0	0	
R/W	127,500	0	0	
TOTAL	162,500	0	0	
15 SE HOLGATE-SE 17TH TO SE 28TH				CAT II
CON	107,110	0	0	
16 MCLOUGHLIN NEIGHBORHOODS PROJECT				CAT II
FE	25,000	0	0	
17 33RD AT BROADWAY				CAT II
R/W	14,510	0	0	
18 39TH AT STARK				CAT II
R/W	7,287	0	0	
19 GOING ST NOISE MITIGATION				CAT II
FE	3,500	0	0	
CON	750,000	0	0	
TOTAL	753,500	0	0	



## METROPOLITAN SERVICE DISTRICT

INTERSTATE TRANSFER FY 1982 PROGRAM  
HIGHWAY PROJECTS  
CITY OF PORTLAND PROJECTS  
IN FEDERAL \$  
29-Jan-82

PROJECT TITLE	1982	1982A	1982B	
20 BH HWY TSM-CAPITOL TO SCHOLLS				CAT II
R/W	110,000	0	0	
21 FRONT AVE-STEEL BR TO NW 26TH				CAT II
R/W	50,000	0	0	
CON	2,125,000	0	2,125,000	
TOTAL	2,175,000	0	2,125,000	
22 ARTERIAL OVERLAY PROGRAM				CAT II
FE	21,250	0	0	
CON	1,213,750	0	0	
TOTAL	1,235,000	0	0	
23 82ND AVENUE IMPROVEMENTS				CAT II
FE	76,295	0	0	
24 E BURNSIDE-90TH TO 94TH				CAT II
FE	22,950	0	0	
25 W BURNSIDE TSM				CAT II
FE	14,000	0	0	
26 NW RIDESHARE				CAT II
OFG	85,000	0	0	
27 CITY DEACTIVATED PROJECTS				CAT I
RES	-1,223,992	0	0	
28 CITY REACTIVATED PROJECTS				CAT II
RES	0	2,757,489	0	
TOTAL	8,506,398	2,757,489	2,125,000	

## METROPOLITAN SERVICE DISTRICT

INTERSTATE TRANSFER FY 1982 PROGRAM  
 HIGHWAY PROJECTS  
 MULTNOMAH COUNTY PROJECTS  
 IN FEDERAL \$  
 29-Jan-82

PROJECT TITLE	1982	1982A	1982B	
29 238TH AVE UP XNG TO HALSEY FE	1,000	0	0	CAT II
30 GATEWAY SIGNAL SYNCHRONIZATION CON	0	0	391,000	CAT II
31 242ND AVE-STARK ST TO DIVISION CON	0	0	260,000	CAT II
32 257TH AVE-STARK ST TO COLUMBIA FE	74,000	0	75,000	CAT II
33 221ST AVE-FARISS RD TO POWELL FE	32,600	0	0	CAT II
CON	1,020,000	0	0	
TOTAL	1,052,600	0	0	
34 182ND AVE-DIVISION TO POWELL CON	974,000	0	0	CAT II
35 221ST AVE-POWELL SOUTH TO HEINEY R/W	0	0	348,000	CAT II
36 SANDY BLVD TSM-99TH TO 162ND AVE R/W	25,000	0	0	CAT II
37 190TH/POWELL-182ND TO BIRDSDALE FE	10,500	0	0	CAT II
38 BURNSIDE RD-STARK TO 221ST R/W	210,000	0	0	CAT II
CON	0	0	1,200,000	
TOTAL	210,000	0	1,200,000	
TOTAL	2,347,100	0	2,274,000	

## METROPOLITAN SERVICE DISTRICT

INTERSTATE TRANSFER FY 1982 PROGRAM  
 HIGHWAY PROJECTS  
 CLACKAMAS COUNTY PROJECTS  
 IN FEDERAL \$  
 29-Jan-82

PROJECT TITLE	1982	1982A	1982B	
39 CLACKAMAS TOWN CENTER SIGNALS				CAT II
CON	115,000	0	0	
40 LWR BOONES FY RD-MADRONA TO JEAN				CAT II
R/W	40,000	0	0	
41 SUNNYSIDE RD-97TH TO 122ND				CAT II
FE	18,300	0	0	
CON	0	0	654,000	
TOTAL	18,300	0	654,000	
42 OSWEGO CREEK BRIDGE				CAT II
FE	16,600	0	0	
43 HWY 212-I205 TO ROCK CREEK JCT				CAT II
CON	2,125,000	0	0	
44 OREGON CITY BYPASS				CAT II
CON	6,020,000	0	0	
45 RAILROAD/HARMONY-82ND TO MILW		0		CAT II
FE	50,000	0	113,000	
46 82ND DR-HWY212 TO GLAD/I205 INTO				CAT II
FE	95,000	0	30,000	
47 GLADSTONE/MILWAUKIE TSM				CAT II
CON	189,000	0	0	
TOTAL	8,668,900	0	797,000	



## METROPOLITAN SERVICE DISTRICT

INTERSTATE TRANSFER FY 1982 PROGRAM  
HIGHWAY PROJECTS  
WASHINGTON COUNTY PROJECTS  
IN FEDERAL \$  
29-Jan-82

PROJECT TITLE	1982	1982A	1982B	
48 185TH AVE-SUNSET HWY TO WALKER				CAT II
FE	20,800	0	0	
CON	1,615,000	0	0	
TOTAL	1,635,800	0	0	
49 ALLEN BLVD I-MURRAY TO HWY217				CAT II
CON	1,285,000	0	0	
50 ALLEN BLVD II				CAT II
FE	3,200	0	0	
R/W	460,700	0	0	
TOTAL	463,900	0	0	
51 BARNES RD UNIT 1-HWY217 TO LEAHY				CAT II
CON	0	0	1,360,000	
52 HALL BLVD AT HWY217 OFF-RAMP		0		CAT II
CON	29,000	0	0	
53 HWY 217 AND SUNSET HWY INTCHG				CAT II
R/W	571,000	0	500,000	
54 CORNELL I-E MAIN TO ELAM YOUNG				CAT II
FE	28,000	0	0	
R/W	178,500	0	0	
TOTAL	206,500	0	0	
55 BEAVERTON-HILLSDALE SIGNAL TIE				CAT II
R/W	4,000	0	0	
CON	89,000	0	0	
TOTAL	93,000	0	0	
56 TV HWY AT 185TH				CAT II
FE	34,000	0	0	
57 HWY 217 AND 72ND AVE INTCHG				CAT II
FE	2,000	0	0	
R/W	11,900	0	0	
CON	1,130,000	0	0	
TOTAL	1,143,900	0	0	

TENYR3

METROPOLITAN SERVICE DISTRICT  
INTERSTATE TRANSFER FY 1982 PROGRAM  
HIGHWAY PROJECTS  
WASHINGTON COUNTY PROJECTS  
IN FEDERAL \$  
29-Jan-82

PAGE 7

PROJECT TITLE	1982	1982A	1982B	
58 FARMINGTON RD TSM-MURRAY TO 185T FE	4,100	0	0	CAT II
59 HALL BLVD TSM FE	1,400	0	0	CAT II
60 CORNELL II-ELAM YOUNG TO 216TH FE	70,000	0	50,000	CAT II
61 MURRAY BLVD-JENKINS TO SUNSET FE	75,000	0	150,000	CAT II
TOTAL	5,612,600	0	2,060,000	
GRAND TOTAL	45,499,998	2,757,489	7,256,000	

# AGENDA MANAGEMENT SUMMARY

TO: JPACT  
FROM: Executive Officer  
SUBJECT: Final Amendments to 'Problem 5' in Staff Report 77

## I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council approval of the language in Attachment A which allows the transfer of Interstate Transfer authorizations among Highway 217/Sunset interchange, Highway 212, 190th/Powell, Banfield, I-505, Powell Boulevard, McLoughlin Boulevard and West-side Corridor projects.
- B. POLICY IMPACT: This action will enable the Oregon Department of Transportation (ODOT) to transfer funds among the noted projects and will continue pre-existing agreements on fund transfers by returning unused funds to the project transfer of origin.

TPAC has reviewed and approved the language set forth in Attachment A.

- C. BUDGET IMPACT: None.

## II. ANALYSIS:

- A. BACKGROUND: Staff Report 77 upgrades past documentation on the Transportation Improvement Program (TIP) and, in particular, the I-505 portion of the program.

Both TPAC and JPACT have reviewed the report and expressed concern over Problem 5. Committee members felt it very important that the language in Problem 5 be clear that all past agreements and commitments are binding. In addition, it was agreed that the ability of ODOT to shift funds among the noted projects was appropriate in order to ensure that they will be built. In the case of underruns, the State would be able to shift funds around to accommodate project needs.

- B. ALTERNATIVES CONSIDERED: To not correct the language in Problem 5 would contradict Committee recommendations and restrict ODOT in the transfer of funds among the projects.
- C. CONCLUSION: Metro staff recommends approval of the language in Problem 5 of Staff Report 77 as amended.



IV. PROBLEM 5: Lack of specificity of the Cost Management System with respect to ODOT and Tri-Met as sponsoring jurisdictions.

ANALYSIS:

The same resolution which established the Metro Systems Planning fund (#790103) also established a process for managing the Interstate Transfer accounts. This process gives added flexibility to jurisdictions sponsoring projects by allowing jurisdictions to fund cost increases on a "priority committed project" by transferring funds from other committed projects it sponsors within the same county. Once it has reviewed the request, Metro staff is allowed to handle the shift of funds between projects administratively. The management process also allows excess funds resulting from project underruns to be shifted to a regional reserve or "at the discretion of the sponsoring jurisdiction, to another committed project in the same county."

RECOMMENDATION:

The Cost Management System should be further defined to specify ODOT and Tri-Met as project sponsors having the ability to shift funds between projects in accordance with the adopted cost overrun process. Under such a condition, ODOT or Tri-Met would submit to Metro a request to transfer funds along with a technical justification for the transfer including a statement of the viability of the project from which funds are being transferred. Metro staff would administratively adjust the funding authorization of the affected projects.

An additional change to the Cost Management System is recommended to deal with excess funds resulting from cost underruns. These funds should be distributed as follows:

- . Excess Interstate Transfer authorization resulting from cost underruns for the Banfield, I-505 Alternative, McLoughlin Boulevard, Westside Corridor, Powell Boulevard, 217/Sunset, Highway 212, and 190th/Powell projects would be added to a Regional Reserve to fund cost overruns on the other projects in this category paragraph. However, any surplus funds (from underruns) desired for retention on one of the above projects or the use of any Regional Reserve funding for a revised project scope is subject to review by JPACT. This recommendation does not make 217/Sunset, Highway 212 and 190th/Powell Category I priorities for receiving funding allocations but allows the transfer of funding authorizations among the three projects and Category I projects as justified in compliance with the Cost Overrun Process.
- . All other excess authorization resulting from cost underruns would be available to the sponsoring jurisdiction to fund other projects and reserves already in the Interstate Transfer program in accordance with the adopted Cost Overrun Process.

This recommendation does not affect previously committed project transfers. The following transferred authorizations (in December 31, 1980 dollars except as noted) should be returned to the original project in the event the recipient project is completed with excess authorization:

Hwy. 217/Sunset	-\$105,145
Oswego Cr. Br.	105,145
Hwy. 217/Sunset	-27,163
Oswego Cr. Br.	27,163
SW Barnes Rd.	-300,000
Nyberg Rd.	300,000
72nd Ave.	-48,305
Hwy. 212	48,305
72nd Ave.	-44,081
OC Bypass	44,081
Oswego Cr. Br.	-385,330
Hwy. 212	385,330
Hwy. 212 East	-5,661,268
(in September 30, 1980 dollars)	
Banfield	2,374,809
OC Bypass	1,358,391
Hwy. 212	406,567
Oswego Cr. Br.	289,727
Boones Fy. Rd.	415,774
MCL Blvd. Res.	816,000

EFFECT ON ADOPTED TIP:

None.

RTP ADOPTION SCHEDULE

- February 11 - JPACT - Status report & approval of adoption schedule
- February 26 - TPAC - Review & discussion of comments; recommendation to JPACT for release for public review with amendments deemed necessary
- March 8 - Regional Development Committee - recommend release for public review
- March 11 - JPACT - Recommend release for public review
- March 11 -  
April 30 - Local jurisdiction endorsement
- Week of  
April 5 - Public meeting to review RTP
- April 30 - TPAC - Recommend adoption
- May 9 - Regional Development Committee - Public hearing & recommend adoption
- May 13 - JPACT - Recommend adoption
- May 27 - Metro Council - First reading & public hearing
- June 4 - Metro Council - Second reading & ADOPTION